

This is Exhibit B to the Affidavit of Oleh Szklar

SWORN BEFORE ME IN the)
City of Montreal, Province of)
Quebec, Canada, on this 08)
day of August, 2007.)

Guichard Duarte)

A Commissioner, etc.)

Attorney, Member of the Bar
of Quebec #174403-8.

Oleh Szklar
Oleh SZKLAR

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Our Ref.: 86136-12

February 20, 2003

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CANAC INC.
3950 Hickmore Street
St-Laurent, Quebec
H4T 1K2

Attention: Mr. Michel Martineau

RE: Report on Intellectual Property Meeting of February 14, 2003

Dear Michel:

On February 14, 2003, the IP Committee Meeting took place at the offices of CANAC INC. The participants were Brigide Mattar and Stephen Georgiev of Smart & Biggar and Michel Martineau, Oleh Szklar, Fred Horst, Frank Trotter and Henry Emmerson of CANAC INC. The purpose of this meeting was to explore technical developments at CANAC INC. as well as industry tendencies in the field of remote control technology. Several topics were discussed during the meeting, of which the principal ones are summarized hereinbelow.

1 Foreign Filing Considerations

CANAC INC. currently has a pending PCT application directed to the use of voice for remotely controlling a locomotive. National phase entry for this application is due by **March 1, 2003.**

along the train. The portable remote control unit makes the single one man crew a viable alternative.

Fred Horst has indicated that he has been preparing a document outlining the use of the portable unit in such a context. Fred indicated that he will be forwarding to us a copy of this document as soon as possible such as to allow us to integrate the features described in this document in a patent application.

As per your instructions, we will proceed in preparing a patent application directed to the above-described subject matter upon receipt of the document from Fred Horst.

2.6 The Collection of Statistical Data on the BELTPACK® unit

See September 27, 2002 IP Committee report. Oleh Szklar and Fred Horst have indicated that, presently, operations statistics over a limited time segment are stored at the locomotive. Such a time segment is regularly overwritten which prevents long term monitoring of the system to be effected. The engineers at CANAC have suggested that an archive be set up on the locomotive to maintain summary statistics on-board the locomotives such as to allow for the long term tracking of the locomotive's operational status. Such statistics may be used from an operations point of view. For example, the data may be fed into a plurality of management applications. Such applications may include, for example, the monitoring of the system's availability to determine the duration of a locomotive's idle state or unavailability state. In addition, the summary statistics may be used for providing maintenance guidance.

As per your instructions, we are proceeding in preparing a patent application directed to the above-described subject matter. A draft of this patent application will be transmitted to you in due course.

2.7 Lantern on OCU

See September 27, 2002 IP Committee report. Fred Horst has indicated that in order to limit the number of objects that an operator has to carry when transporting the operator controller units (BELTPACK®), that a lantern be integrated in the OCU. It is noted that the aesthetic appearance of BELTPACK® remote control units would likely be modified if the lantern is added.

As per your instructions, we are presently in the process of preparing a text for filing as a patent application in Canada for use as a defensive publication. This application will be filed shortly.

2.8 Safety System for the Remote Control Unit Using Biometric Data

See September 27, 2002 IP Committee report. Oleh Szklar and Fred Horst have indicated that increased safety requirements will likely be a topic of concern in remote

control technology. It has been suggested that various biometrics, including retinal scan, voice recognition, fingerprints, voice coded passwords and other suitable biometric parameters, may be used in order to properly identify the operator of the remote control unit.

As per your instructions, we are proceeding in preparing a patent application directed to the above-described subject matter. A draft application will be forwarded to you shortly.

It is to be noted that CANAC already has a patent including claims directed to the use of a voice print for speaker verification.

2.9 Remote Control System Including Automatic Software Updating Functionality

See September 27, 2002 IP Committee report. The distribution of software upgrades requires a significant investment of time and resources from the customer's part as well as from CANAC's part. Oleh Szklar and Fred Horst have indicated that an improved upgrading process has been developed or is currently being developed. More specifically, in this novel process, the software residing in the locomotive is upgraded and includes an upgrade package for use by the portable remote control units. At the time of addressing between the locomotive and the portable remote control unit, the software directed to the remote control unit may be uploaded from the locomotive via the IR link or any other suitable communication link. For example, this can be effected at the time of addressing. As such, the portable remote control unit is automatically upgraded at the time of its first utilization after the upgrade process. This item will be revisited at a later date.

2.10 Automatic Switch Control System

See September 27, 2002 IP Committee report. At the present time, most railway switches are manually operated in order to select the direction of travel of a train. Fred Horst and Oleh Szklar have suggested the addition of a switch controller to the portable remote control unit such as to allow the control of the switch from the locomotive operator. An area of concern with the control of a switch is to ensure that no two operators are controlling a switch at the same time. Another area of concern is that once a switch has been moved to a given position, the train for which the switch has been moved is permitted to pass over the switch prior to a second train operator being permitted to modify the switch.

It is also our understanding that GPS functionality as well as transponders may be used in the context of this system. As per your instructions, we are presently proceeding in preparing a patent application directed to the above-described subject matter. A draft of this application will be forwarded to you shortly.

2.11 Portable Repeater Module for Locomotive Control System